

(i) Fuel control system (e.g., multiport fuel injection, throttle body electronic fuel injection, sequential multiport electronic fuel injection, etc.);

(ii) Catalyst system (e.g., electrically heated catalyst, close-coupled catalyst, underfloor catalyst, etc.);

(iii) Control system type (e.g., mass-air flow, speed density, etc.);

(iv) Vehicle category (e.g., TLEV, LEV, ULEV);

(v) Fuel type (e.g., gasoline, methanol, etc.).

(4) The same engine family shall not be selected in the succeeding two years unless the manufacturer produces fewer than three engine families. If the manufacturer produces more than three TLEV, LEV, or ULEV engine families per model year, the Administrator may request 50 °F testing of specific engine families. If the manufacturer provides a list of the TLEV, LEV, and ULEV engine families that it will certify for a model year and provides a description of the technologies used on each engine family (including the vehicle selection parameters information in paragraphs (c)(3) (i) through (v) of this section), the Administrator shall select the engine families subject to 50 °F testing within a 30 day period after receiving such a list and description. The Administrator may revise the engine families selected after the 30 day period if the information provided by the manufacturer does not accurately reflect the engine families actually certified by the manufacturer.

(5) For the purposes of this section, the Administrator will accept vehicles selected and tested in accordance with the 50 °F testing procedures specified by the California Air Resources Board.

(d) A manufacturer has the option of simulating air conditioning operation during testing at other ambient test conditions provided it can demonstrate that the vehicle tailpipe exhaust emissions are representative of the emissions that would result from the SC03 cycle test procedure and the ambient conditions of paragraph 86.161-00. The Administrator has approved two optional air conditioning test simulation procedures, AC1 and AC2, for the 2001 to 2003 model years only. If a manufacturer desires to conduct an alternative

SC03 test simulation other than AC1 and AC2, or the AC1 and AC2 simulations for the 2004 and subsequent model years, the simulation test procedure must be approved in advance by the Administrator.

[62 FR 31242, June 6, 1997. Redesignated and amended at 63 FR 987, Jan. 7, 1998]

§ 86.1774-99 Vehicle preconditioning.

The provisions of § 86.132 apply to this subpart, with the following exceptions and additions:

(a) The provisions of § 86.132 (a) through (e) apply to this subpart, with the following additional requirements:

(1) The UDDS performed prior to a non-regeneration emission test shall not contain a regeneration (diesel light-duty vehicles and light-duty trucks equipped with periodically regenerating trap oxidizer systems only). A gasoline fueled test vehicle may not be used to set dynamometer horsepower.

(2) [Reserved]

(b) [Reserved]

[62 FR 31242, June 6, 1997. Redesignated at 63 FR 987, Jan. 7, 1998]

§ 86.1775-99 Exhaust sample analysis.

The following requirements shall apply to TLEVs, LEVs, ULEVs, and ZEVs certified under the provisions of this subpart:

(a) The requirements in § 86.140;

(b) The requirements in Chapter 5 of the California Regulatory Requirements Applicable to the National Low Emission Vehicle Program (October, 1996). These requirements are incorporated by reference (see § 86.1).

[62 FR 31242, June 6, 1997. Redesignated at 63 FR 987, Jan. 7, 1998]

§ 86.1776-99 Records required.

(a) The provisions of § 86.142 apply to this subpart.

(b) In addition to the provisions of § 86.142, the following provisions apply to this subpart:

(1) The manufacturer shall record in the durability-data vehicle logbook, the number of regenerations that occur during the 50,000 mile durability test of each diesel light-duty vehicle and

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light-duty truck equipped with a periodically regenerating trap oxidizer system. The manufacturer shall include, for each regeneration: the date and time of the start of regeneration, the duration of the regeneration, and the accumulated mileage at the start and the end of regeneration. The number of regenerations will be used in the calculation of the deterioration factor or other durability demonstration under § 86.1823-01 and subsequent model year provisions.

(2) The requirements in Chapter 5 of the California Regulatory Requirements Applicable to the National Low Emission Vehicle Program (October, 1996). These requirements are incorporated by reference (see § 86.1).

(3) For additional record requirements see §§ 86.1770, 86.1771, 86.1772, 86.1773, 86.1774, and 86.1777.

[62 FR 31242, June 6, 1997. Redesignated at 63 FR 987, Jan. 7, 1998, as amended at 64 FR 23925, May 4, 1999]

EFFECTIVE DATE NOTE: At 62 FR 31242, June 6, 1997, subpart R was added, effective Aug. 5, 1997. Section 86.1776-99 contains information collection and recordkeeping requirements and will not become effective until approval has been given by the Office of Management and Budget.

§ 86.1777-99 Calculations; exhaust emissions.

The provisions of § 86.144 apply to this subpart, with the following exceptions and additions:

(a) The provisions of § 86.144(b) apply to this subpart, with the following additional requirement:

(1) Organic material non-methane hydrocarbon equivalent mass for ethanol vehicles:

$$\text{OMNMHCE}_{\text{mass}} = \text{NMHC}_{\text{mass}} + (13.8756 / 32.042) \times (\text{CH}_3\text{OH})_{\text{mass}} + (13.8756 / 46.064) \times (\text{CH}_3\text{CH}_2\text{OH})_{\text{mass}} + (13.8756 / 30.0262) \times$$

$$(\text{HCHO})_{\text{mass}} + (13.8756 / 44.048) \times (\text{CH}_3\text{CHO})_{\text{mass}}$$

(2) [Reserved]

(b) The requirements in Chapter 5 of the California Regulatory Requirements Applicable to the National Low Emission Vehicle Program (October, 1996) apply to this subpart. These requirements are incorporated by reference (see § 86.1).

(c) The provisions in appendix XV of this part and appendix XVI of this part apply to this subpart.

(d) *Reactivity adjustment factors.* (1) For the purpose of complying with the NMOG exhaust emission standards in §§ 86.1708 and 86.1709, the mass of NMOG emissions from a vehicle certified to operate on a fuel other than conventional gasoline, including fuel-flexible and dual-fuel vehicles when operated on a fuel other than conventional gasoline, shall be multiplied by the reactivity adjustment factor applicable to the vehicle emission control technology category and fuel. The product of the NMOG mass emission value and the reactivity adjustment factor shall be compared to the NMOG exhaust emission standards to determine compliance with the standards. In addition to the above requirements, vehicles operating on natural gas shall add to the product of the NMOG mass emission value and the reactivity adjustment factor, the product of the methane mass emission value and the methane reactivity adjustment factor. This result shall be compared to the NMOG exhaust emission standards to determine compliance with the standards for natural gas-fueled vehicles.

(2) The following reactivity adjustment factors have been established pursuant to the criteria in appendix XVII of this part:

(i) Light-duty vehicles and light-duty trucks:

Vehicle emission control technology category	Fuel	Reactivity adjustment factor
TLEVs	85% methanol, 15% gasoline blends	0.41
LEVs and ULEVs through model year 2000	85% methanol, 15% gasoline blends	0.41
TLEVs through model year 2000	Gasoline meeting the specifications of § 86.1771(a)(1)	0.98
LEVs and ULEVs through model year 2000	Gasoline meeting the specifications of § 86.1771(a)(1)	0.94
TLEVs through model year 2000	Fuel meeting the specifications for liquefied petroleum gas specified in Chapter 4 of the California Regulatory Requirements Applicable to the National Low Emission Vehicle Program (October, 1996).	1.00